

September 5, 2018  
Job No.: 140798

Mr. Walt Deppe  
**San Francisco Bay Conversation and Development Commission**  
455 Golden Gate Avenue, Suite 10600  
San Francisco, CA 94102

Subject: Responses to San Francisco BCDC Design Review Board (DRB) questions from the March 5, 2018, DRB meeting.

Dear Walt:

The following are responses from the Alameda Marina development team to the 17 Board Questions under “Board Discussion” and the comments made during the “Public Hearing” of approved minutes of the March 5, 2018, BCDC DRB Meeting.

**BIG PICTURE ITEMS:**

1. Within the 100-foot shoreline band, there are fairly long stretches of unbroken residential space, the commercial core, and a large parking zone. Are there suggestions for punctuating it? What is the point of view on this amount of residential space?

*Response:*

*Within the 100' shoreline band, the Bay Trail will help serve as a connective link between the dry boat storage area on the west, the maritime and commercial core in the central portion of the site, and the residential buildings to the east, and the Bay. South of the 100' shoreline band, the former Clement Avenue “wall” will be punctuated as new streets running north-south are created with a pathway through to the water, helping bring the public in from Clement Avenue to access the waterfront amenities within the 100' shoreline band. These waterfront amenities will be disbursed throughout the project site within the 100' shoreline band, and will include green space, a waterfront promenade, and maritime amenity buildings that offer recreational water services (kayaks, paddleboards, etc.). As the 100' shoreline band curves around the former graving dock in a U-shape, the graving dock will be repurposed as a “Waterlife Park”, which will serve as an interesting and attractive waterfront recreational amenity to punctuate the residential buildings located on the eastern side of the project site. Signage will also be placed to educate the public about the history of the project site and the graving dock's former purpose in developing part of the Posey Tube. Clearly marked pedestrian pathways will be landscaped in such a manner to create inviting spaces and encourage the public to move through the 100' shoreline band and view the Bay. Visitors to the project site will be able to observe a variety of activities, from watching boats leave the marina, to maritime and commercial activity, to*

*outdoor gatherings and recreation, to kayaking and paddleboarding, as they meander through the project site.*

*The maritime and commercial core needs to be located as shown in the Alameda Marina Master Plan because it is centered around the retention of several of the most historic buildings on the site.*

2. Should the visitor parking be closer to the shoreline or could some of the public parking be moved further back?

*Response:*

*Visitor parking is located throughout the site, some of which is located close to the shoreline adjacent to the Harbor View Park and some of which is set further back from the shoreline, particularly in the western portion of the site. In this area, it is essential to locate the dry boat storage in close proximity to the marina and the new boat hoist, which necessitates that the maritime and commercial and public parking be located to the south of the dry boat storage area. The distance between the visitor parking and accessible paths connecting to the shoreline varies from zero feet to approximately 160'. Where the distance between visitor parking and access to the shoreline is far, public access open space will be located along the path from visitor parking to the shoreline for the public to use and enjoy.*

3. What is the point of view on the width and position of the Bay Trail?

*Response:*

*In response to comments from DRB members made at the prior Design Review Board meeting on March 5, 2018, the Bay Trail has been redesigned to (1) widen the Bay Trail from 5' to 14'-16' in the western portion of the project site between the Grand Marina Village project and Grand Street boat ramp to the west, and the Harbor Master's building, (2) extend the Bay Trail around the eastern end of the graving dock to terminate at the Navy Operational Support Center, in the event that a future connection can be established, and (3) move the Bay Trail segment by the Harbor View Park north, so that the Bay Trail can be closer to the water's edge. Overall, the new Bay Trail segment will be 16' wide throughout the site except for two short segments between the property's western boundary and the Harbor Master's building, where it will vary from 14'-16' wide, and south of the graving dock to Clement Avenue (the interim Bay Trail connection), where it will be 12' wide. Marina users will use the Bay Trail to access the docks via secured marina access points. The Bay Trail hugs the shoreline for a majority of the project site, diverting only when an existing building is in its way.*

4. How can the interface along Clement Avenue be as friendly as possible? Can it be enhanced even though it is a truck route?

*Response:*

*To create a much more pedestrian and bicycle friendly Clement Avenue frontage, the buildings along Clement Avenue will have front doors, decks and balconies that face onto Clement Avenue. There will also be multiple access points into the site once new roads are established to connect existing roads that run north to south. New view corridors will also be established by creation of these roads and new pedestrian passages into the project site. Proposed buildings are set back approximately 9' to 12' from the back of the sidewalk to allow for landscaping between buildings and sidewalks, and to help promote an attractive street wall to width ratio. Additionally, the City of Alameda's Cross Study trail contemplates a bicycle path along Clement Avenue to promote bicycle access across the City and into the site to the shoreline and waterfront.*

*Please see the Proposed Master Site Plan and the Movement and Access Diagram of the DRB Exhibits Package.*

5. Water recreation and public access to the use of the water.

*Response:*

*The project will offer a variety of water recreational activities and public access opportunities by the water and to use the water. First, the 529 boat slip Marina will remain as a core element of the project. It will be accessible to marina tenants and their invitees via security gates and gangways from the shoreline.*

*Second, the former graving dock will become the new Waterlife Park located in the eastern end of the project. The Waterlife Park will provide direct water access via two gangways near the pedestrian bridge that spans over the former graving dock. The Waterlife Park is envisioned as a teaching and learning area where the public can come to kayak and paddleboard in a safe environment. There will also be space in the Waterlife Park for disabled sailors to learn to sail. Rentals will be available for recreational water activities that may otherwise be cost prohibitive.*

*Please see the Open Space Plan and the Site Sections / Public Access Elements of the DRB Exhibits Package for more detail.*

*In addition, the Master Plan calls for the repair and rehabilitation of the existing shoreline protection, which is beyond its useful life and has resulted in many areas near the shoreline experiencing unsafe conditions. The planned shoreline stabilization will result in safe conditions that will provide access to the water that does not currently exist.*

**QUESTIONS FROM THE STAFF REPORT/PHYSICAL AND VISUAL ACCESS:**

6. Is the proposed public access, in terms of area and the amenities provided, sufficient to accommodate the expected level of use from new residents, employees, and visitors to this segment of the shoreline?

*Response:*

*Yes, the proposed public access will be sufficient to accommodate the expected level of use from new residents, employees and visitors. In total, the project will have approximately 20.55 acres of open space: 3.45 acres on land/wharf area and 17.10 acres in the water, which is approximately 45 percent of the entire project site. It is anticipated that the 760 residential units will house approximately 1,930 residents and that there will be 250 plus employees working in the maritime and commercial core and other areas of the site. It is difficult to predict the number of visitors to the new public access areas at this time. To appeal to a diverse demographic of users, the project's open space and public access program is varied and offers options for everyone, including maritime uses and both passive and active recreation.*

7. Does the design of the public spaces take advantage of the Bay setting, and does it provide for adequate opportunities to get close to and experience the water?

*Response:*

*Yes, the design of the public spaces will take advantage of the Bay setting and provides adequate opportunities for the public to be close to and experience the water both passively and actively. The areas immediately next to the waterfront will be primarily reserved for public enjoyment. The project's open spaces have been designed to respect the project site's maritime history, and take advantage of that history in creating three different public open spaces: (1) the Wharf Promenade, (2) Harbor View Park, and (3) Waterlife Park. Along the Wharf Promenade, visitors will experience a more traditional boardwalk that contains various passive viewing opportunities of the Bay. Harbor View Park is designed as a large green for more park-oriented activities, such as picnicking, barbequing, and open play (i.e. Frisbee, yoga, etc.). A maritime amenities building with restrooms, lockers, and kayak and paddleboard storage is located immediately adjacent to the Harbor View Park so that visitors can also choose to rent equipment and experience the water. As discussed in Response #5, the Waterlife Park will offer ample opportunity for the public to directly access the water. The new Bay Trail will connect these areas as well as the maritime and commercial core.*

8. Does the design include the appropriate sort of amenities for the public at this location, and will it feel inviting to the public?

*Response:*

*The project is proposing a public open space program that speaks directly to the site's unique maritime history, estuary location and mixed-use future. In total, Alameda Marina is proposing approximately 3.45 acres of publicly accessible open space on land, a new Bay Trail system that*

*traverses the entire site, and a new Waterlife Park that reimagines the former graving dock into an accessible water space that allows for water sports and maritime teaching opportunities. All the site amenities have been designed to be visible with enhanced access from Clement Avenue and easily accessible by the public through the extensive pedestrian and bicycle network proposed on the site, as well as by providing adequate parking for those members of the public who might drive to the site.*

*Additionally, to ensure the public feels welcomed into the project site in order to access the shoreline and the Bay, all pedestrian/bicycle paths will be designed with landscaping and ground materials that are pedestrian friendly and inviting. For example, in order to activate the Chestnut Street EVA, the ground floors of the residential wrap buildings are designed with a comfortable street width ratio that provides an inviting human scale between residential buildings and landscaping within the setbacks of the space and the EVA path itself. Residential buildings fronting the EVA path will have balconies and windows that look onto the space to help activate it and also provide “eyes” to the space for safety. The intent of the EVA path is to not feel like an ordinary EVA, but instead, to feel like a paseo for pedestrians and bicyclists to use in order to connect from Clement Avenue to the Wharf Promenade.*

9. Does the design create clear delineations between public areas and private development? Are there areas of potential conflict between these uses, and if so, how could they be resolved?

*Response:*

*The site plan and the landscape design create clear delineations between public and private outdoor areas. These delineations are accomplished variously through the use of vegetative screen plantings, buffer zone plantings, fencing, signage and changes in paving materials as the site plan allows. Landscaping and small active parks will also be located in the transition zones between the private residential development and public areas to welcome users to experience the space while also providing a buffer between residential and public access open spaces.*

10. Is there adequate and appropriately sited public parking provided for the public amenities at the site?

*Response:*

*Please see Response #2.*

11. Will adequate public access areas be provided with each phase of development?

*Response:*

*Yes, adequate public access areas will be provided with each phase of development. The project is anticipated to be constructed and occupied in four phases, as shown in the attached phasing diagram. Phase 0 will run in parallel to Phases 1, 2 and 3, and will cover the shoreline infrastructure, sea level rise protection improvements, and upgrades for the marina. Each phase of development (Phases 1, 2 and 3) will include the adjacent shoreline improvements. Each*

*phase of development will include developing a portion of the Bay Trail for public access, with temporary connections to Clement Avenue in each phase, if required.*

12. No details have yet been provided about site furnishings, signage, planting, or lighting. Does the Board have advice on these amenities?

*Response:*

*Refer to the Site Sections / Public Access Elements, Preliminary Plant Material List, and Site Elements Concept Imagery of the DRB Exhibits Package for a representative example of the types of planting, site furnishings and lighting.*

13. No details have yet been provided on management and maintenance. Does the Board have advice on these topics?

*Response:*

*The project sponsor is still considering the details of management and maintenance. However, it is anticipated that the project sponsor will be establishing a Community Facilities District and/or an owners' association in order to pay for the costs of managing and maintaining the project, including the Bay Trail and other public access areas, the shoreline improvements, and any future additional adaptive measures for sea level rise, as necessary.*

#### **SENSE OF PLACE AND HISTORICAL INTERPRETATION:**

14. Does the design take advantage of the unique historical features in its design, or are there additional opportunities to enhance the public's understanding of the site and its relationship to the Bay?

*Response:*

*Yes, the design of the project takes advantage of the unique historical features of the project site. For example, Building 19, which contains the signage of "Alameda Marina," will be preserved and rehabilitated for maritime and commercial purposes. In total, eleven existing buildings on the site, including six buildings that are designated as contributors to the Alameda Marina Historic District (three of which are deemed individually eligible for the National Register) will be retained and rehabilitated for the reuse within the maritime and commercial core. The project will adapt to changing conditions by providing a smaller and more efficient maritime and commercial core, which will focus on providing space for independent makers and craftsmen to develop their craft. As described above in Response #5, the former graving dock, which is also designated as a contributor to the Alameda Marina Historic District, will be repurposed into a recreational Waterlife Park that allows access to the water via floating docks for small craft launches, clinics, BAADS programs and other programmed water-oriented activities. Signs will be placed around the project site to educate the public about the property's history and importance as a World War II shipyard. The historic character of the project site will also be retained through the use of appropriate site furnishings and materials, such as retaining historic*

*ship cleats and using materials that are respectful of the historic site, in order to maintain the “grittiness” of the working waterfront. The public access areas will use materials that are similar to what currently exists at the site in order to be authentic to the project site’s history and establish its sense of place. The existing wood wharf will be repaired and open to the public for use. Several existing historic large ship cleats will be retained or re-used on site at the shoreline in public areas as a tangible connection to the site’s past.*

**CIRCULATION:**

15. Does the proposed project provide clear connections for all users to the Bay from Clement Avenue, and otherwise maximize the opportunities for the public to access and view the Bay?

*Response:*

*The proposed project will ensure there is maximum feasible access to and along the waterfront. New entry roadways and pedestrian corridors will connect to the existing street grid south of Clement Avenue, opening up the Alameda Marina site to the waterfront. The Bay Trail is featured prominently as a guiding design element to create a network of connected open spaces offering a range of publicly accessible outdoor recreation opportunities and public waterfront access. Pathways will be designed to take advantage of the existing site characteristics to allow opportunities to get close to the water and create access points to the amenities along and within the waterfront. These amenities include improved and new boat docks for marina users and invitees, a concentrated dry storage space located strategically near a new boat hoist platform, and a new marina facilities building that could include program uses such as bathrooms, kayak rentals, or similar uses. Clear pedestrian connections will be established as detailed on the Movement and Access Diagram in the DRB Exhibits Package. In addition, the proposed shoreline improvements and adjacent soil stabilization will make the areas near the shoreline safe for public access, which they currently are not.*

16. Does the design minimize the potential for conflicts among pedestrians and cyclists within the shoreline open space?

*Response:*

*Due to concerns raised by DRB committee members regarding public safety along the new Bay Trail as it intersects with the new boat hoist, the project sponsor will implement the following safety protocols. When the boat hoist is in use, barriers will be raised across the Bay Trail (both to the west and the east of the staging area) to prevent Bay Trail users from accessing the staging area during the process of putting a boat in the water. Signage will be provided to explain what is going on, warn of potential danger and to provide directions for the alternative path of travel. Users of the Bay Trail will then wait behind the barriers and be able to watch boats being lowered into the water, which will offer an interesting and dynamic experience of the working waterfront. An alternative, marked route for pedestrian and bicycle travel around the dry storage area is also available when the boat hoist is in use for Bay Trail users who choose*

*not to watch the boat hoist process. The usage of the boat hoist is provided in further detail on the Boat Hoist / Bay Trail Interface diagram of the DRB Exhibits Package.*

*All other shoreline open space areas will have ample dimensions to minimize potential conflicts between pedestrians and cyclists.*

17. Is the Bay Trail, which ranges from 5 to 16 feet in width, designed to adequately provide for the anticipated level of demand at this location, and does it follow the best possible route through the project site?

*Response:*  
*Please see Response #3 and #16.*

**SEA LEVEL RISE:**

18. What are the potential adverse effects to the proposed public access improvements from anticipated sea level rise, and what the appropriate design responses to achieve resiliency to, or adapt to, these conditions?

*Response:*  
*Please see enclosed revised memorandum regarding sea level rise from the project's civil engineering firm, CBG.*

**BOARD SUMMARY AND CONCLUSIONS:**

1. Include a way to connect the gritty nature and maritime focus all the way to the eastern edge I some way.
2. Move the Bay Trail closer to the water.
3. The ideas for graving dock are wonderful.
4. A water taxi is a great idea, but the location may need to change for better public access.
5. The responsibility of the development is to show how the public will feel invited to enter into the site unlike the wall that is currently there.
6. Include learning about the services planned for the site at the next presentation.
7. Include City of Alameda participation at the next presentation.

**PUBLIC HEARING**

A. Ben Botkin, Planner, San Francisco Bay Area Water Trail

*Response:*  
*To address Mr. Botkin's comments, the project sponsor will incorporate the following elements into the project:*



1. *Facilities: the Waterlife Park will be designed to be ADA accessible. There will be two ADA accessible gangways to get to the Waterlife Park from the west edge of the park (from the pedestrian bridge that spans the Waterlife Park).*
2. *Paddleboards: Grab bars will be installed.*
3. *Gangways: The project proposes several new gangways and headwalks, mainly in the East Pier, Pier 1, and around the boat hoist (Piers 7, 8, 9) that will provide access to the Marina slips for marina slipholders and their invitees. There will be sufficient ADA accessible gangways throughout the Marina to provide ADA access to the Marina slips.*
4. *Short-term boat storage: Short-term boat storage will be provided.*
5. *Harbor View Park: The maritime amenities building will have a section for short-term and long-term storage for kayaks and paddleboards. The maritime amenities building will also provide public access for restrooms.*
6. *Concessions: Rentals will be provided.*
7. *Parking lot: Please see Response D below regarding the Parking Management Plan. The path of travel will be sufficiently wide for individuals to carry kayaks, while allowing other visitors to travel alongside without interference.*

B. Dorothy Freeman, Save Alameda's Working Waterfront (SAWW)

*Response:*

*Throughout the development of the Alameda Marina Master Plan, the project sponsor has been working with the Svendsen family, and did not influence the Svendsen's in their decision to sell their business to Bay Ship & Yacht. Bay Ship & Yacht has provided the project sponsor with their candid perspective about the trends in the maritime economy and the consolidation of the market into fewer boatyards, noting that there are two boatyards remaining in the Oakland Estuary after the closure of Svendsen's – the Grand Marina in Alameda and the British Marine in Oakland – which are available to serve the recreational boating needs of the Bay, and full service boatyards exist in Berkeley and Richmond. The consolidation of the boatyard market place has nothing to do with the actions of the project sponsor. Rather, is it a direct result of antiquated infrastructure, new stringent environmental regulations, and the fact that ship repair is not the highest and the best use of waterfront property. Nonetheless, the project sponsor has agreed to initiate a RFQ/RFP process to determine if a qualified boat yard operator would be interested in doing so at Alameda Marina. Although Alameda Marina does not intend to provide dry dock services to the floating home community, Bay Ship & Yacht has pledged to do so.*

C. Peter Brand, Alameda Resident

*Response:*

*The Alameda Marina Master Plan will retain six of the contributory buildings to the local Alameda Marina Historic District, the graving dock, the three buildings that are individually eligible for the National Register, and five additional existing buildings. Currently, 83% of the project site is essentially an asphalt parking lot. If more of the existing buildings on the project site were retained, then the existing spacing between the buildings and the size of the streets*

*would impede the creation of proposed public amenities and opportunities for gathering spaces as well as the development of new open space areas for the public to access the shoreline edge.*

*Please see Response #3 and #16 for comments regarding the Bay Trail.*

*The project will be reducing the number of dry boat and other storage spaces at Alameda Marina to 60 plus spaces because, currently, only 49 of the 165 sailboats located on site are registered and insured and have been used more than once in a 12 month period. The project will also provide for 45 or more in-slip floating dry docks. Furthermore, as development of Alameda Marina will proceed in phases, approximately 250 dry boat storage spaces located on the eastern end of the project site will remain available for lease throughout the development of the first and second phases of the Master Plan project, which may span a period of five to 10 years, providing ample opportunity for active dry boat sailors to store their boats at Alameda Marina. The City can also re-evaluate demand for dry boat storage spaces in the northern waterfront when the Tidelands Lease for the 6.4 acres of land at the nearby Encinal Terminals property expires in eleven years.*

*Please see Response #1 and #9 for comments regarding private/public conflicts with the Bay Trail.*

D. Nancy Hird, SAWW

*Response:*

*The development of the Alameda Marina Building (Building 19) is addressed in the Master Plan's Maritime and Commercial Core Phasing Plan, and accounts for a total of 59,800 gsf of commercial space to be provided in Phase I. The project sponsor will construct two additional floors in Building 19. Renovations to the interior of Building 19 will not affect the building's eligibility for the National Register as the interiors are not public spaces. All exterior renovations will be made in accordance with the Secretary of the Interior's Standards for the Treatment of Historic Properties and Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings..*

*Approximately 1,526 parking spaces will be provided for the entire project. 348 shared parking spaces will be provided for marina users, commercial employees and visitors, and open space visitors and users, which will be managed with a Parking Management Plan required by the City of Alameda as a condition of project approval. The Parking Management Plan will include a management, striping, and permit program that includes (1) adequate signed spaces for short term open space users, (2) adequate spaces for permanent live-aboard users, (3) adequate spaces for recreational boaters with leased slips or dry boat storage, (4) drop off areas for marina slip tenants, and (5) adequate spaces for commercial tenants and visitors. A management strategy will be put in place to ensure that the 348 commercial shared spaces are not used by residents of the project. Please see Response #2 for parking distance.*

*The project sponsor will be conducting shoreline improvement work for every phase in the project. Having a stable shoreline and updated infrastructure is essential to developing anything on the project, whether it be the maritime and commercial core or residential housing. Please see Response #11 for more details on phasing.*

E. Lee Huo, Bay Trail Planner, San Francisco Bay Trail

*Response:*

*Please see Response #3 and #16 for comments on the Bay Trail.*

F. Joanne Martin, Alameda Marina resident

*Response:*

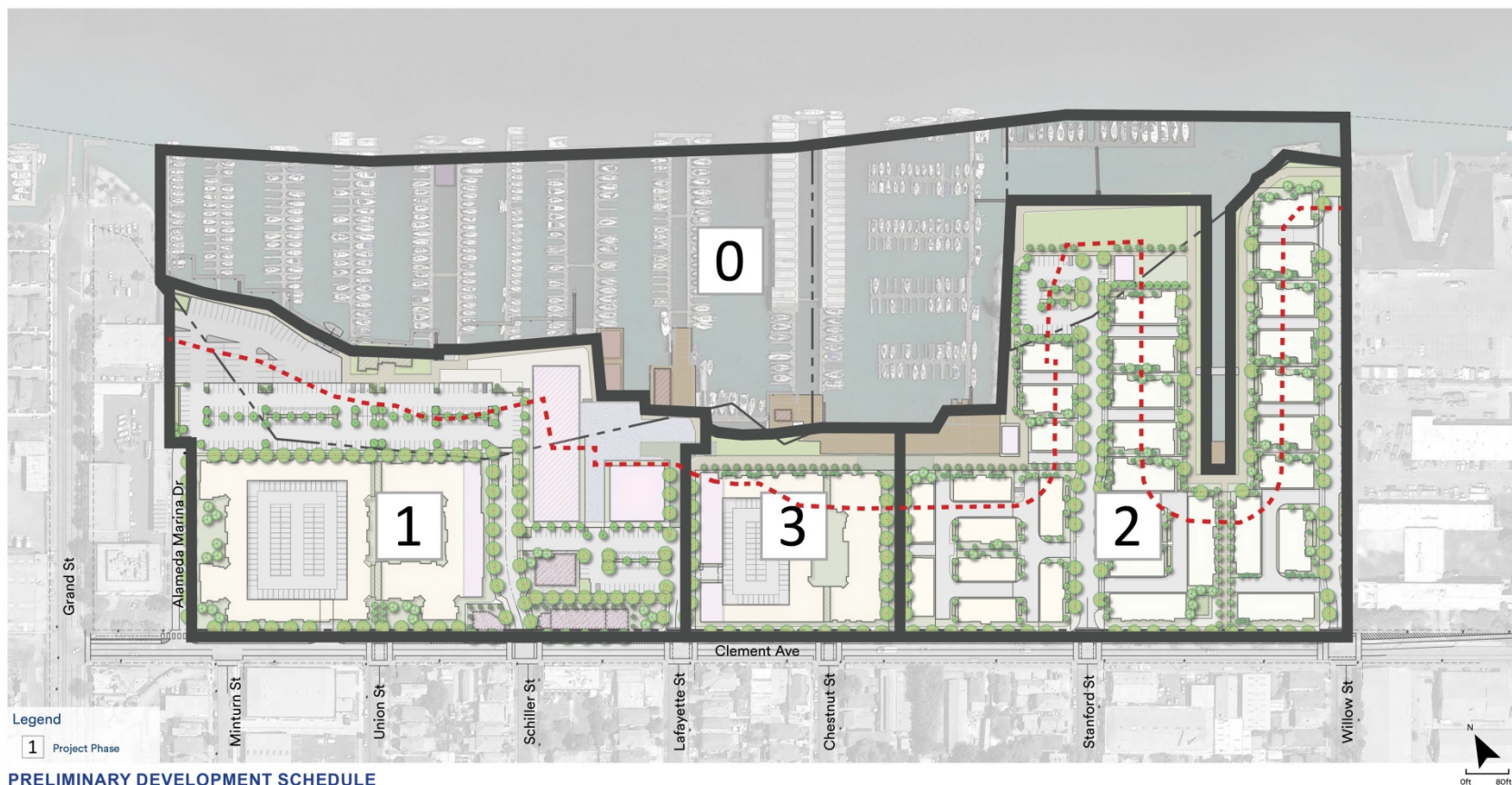
*The project sponsor appreciates the support for the project and intends to preserve Clement Avenue as a trucking route.*

Sean Murphy,  
Alameda Marina

Cindy Ma, AICP, LEED AP  
Director, Planning

cc: Ms. Andrea Gaffney, BCDC  
Mr. Ethan Lavine, BCDC  
Charles Olson, Esq., Lubin Olson & Niewiadomski LLP

## PROPOSED PHASING PLAN



### PRELIMINARY DEVELOPMENT SCHEDULE

The project may be constructed and occupied in phases. The anticipated phasing is four phases as shown in the phasing diagram and is as follows:

- **Phase 0:** This phase runs in parallel to Phases 1, 2, and 3 and covers the shoreline infrastructure and sea level rise protection improvements and upgrades for the marina.
- **Phase 1:** Maritime and Commercial Core, Multifamily Residential High Density, and Waterfront Open Space, including adjacent Phase 0 improvements, covering the approximate area between Minturn Street and Lafayette Street.
- **Phase 2:** Multifamily Residential, Multifamily Residential Medium Density, Waterfront Open Space, and Open Space, including adjacent Phase 0 improvements, covering the approximate area between Chestnut Street and Willow Street.
- **Phase 3:** Multifamily Residential High Density, Waterfront Open Space, and Open Space, including adjacent Phase 0 improvements, covering the approximate area between Lafayette Street and Chestnut Street.

Each phase shall include at minimum, the adjacent shoreline improvements and adjacent Clement Avenue improvements. Phase 0 only includes improvements to floating docks and slips

## Proposed Phasing Plan

ALAMEDA MARINA



Design Review Board  
September 17, 2018 (version 2)

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